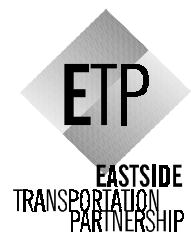


MOBILITY

ACTION

PRIORITIES

2000 UPDATE



March 2001

THE EASTSIDE TRANSPORTATION PARTNERSHIP

City of Beaux Arts Village

City of Bellevue

City of Bothell

City of Clyde Hill

City of Hunts Point

City of Issaquah

City of Kenmore

City of Kirkland

City of Medina

City of Mercer Island

City of Newcastle

City of Redmond

City of Renton

City of Sammamish

City of Woodinville

City of Yarrow Point

King County

Snohomish County

Eastside Transportation Committee

Puget Sound Regional Council

Sound Transit

Transportation Improvement Board

Washington State Department of Transportation

Washington State Transportation Commission

Eastside Transportation Partnership Mobility Action Priorities (MAP) 2000 Update

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SUMMARY

The Mobility Action Report (MAP) was developed in 1998 by the Eastside Transportation Partnership (ETP) to document the priority transportation needs in east King County. The report advocates for the funding and implementation of 117 'Priority' projects and 71 other 'Key' projects that are critical improvements to ease congestion and enhance mobility on the east side of Lake Washington. The 1998 project list totaled \$1.8 billion (1998 dollars) in recommended improvements*. In 2000, ETP initiated a review of the MAP in order to identify accomplishments, assess status of projects and affirm priorities.

Accomplishments

ETP has worked to promote the funding and implementation of the MAP projects. Some of the accomplishments noted over the past two years include:

- Completion or near completion of 20 of the original 188 MAP projects.
- Full funding of 67 MAP projects.
- Identification of \$1 billion in funding toward the MAP Priority projects
- Granting of \$11.97 million in funds to City of Newcastle for Phase I and II of Coal Creek Parkway, an ETP Priority Corridor.
- Granting of \$1.5 million of State Congested Corridor Relief funds to the City of Sammamish for Phase 1B of 228th Avenue in the ETP Sammamish Plateau Area Corridor.
- Completion of the Bel-Red Overlake Transportation Study (BROTS) Update and incorporation of 16 BROTS projects into the MAP 2000 list

Goals for 2000 and Beyond

ETP promotes continued efforts to implement the original recommendations. ETP also identified 40 additional regionally-significant projects during the review process which were included in the MAP 2000. The MAP 2000 Update includes 146 'Priority' projects and 65 other 'Key' projects, totaling approximately \$2.3 billion*.

A New Strategy: Priority Corridors

In addition to priority projects, ETP also 11 identified Priority Corridors in East King County, based on peak hour congestion and regional significance. ETP's emphasis on corridors coincides with a greater initiative across King County to optimize transportation investments through coordinated efforts. Across the region and the state, agencies and jurisdictions are re-thinking ways to make effective decisions regarding transportation investments and the corridor approach has been met with increasing support.

ETP's Priority corridors are located on both regional and state facilities. Included among the priority corridors are the three major limited access freeways that serve the eastside - I-405, SR 520 and I-90. ETP strongly promotes the need to improve these major limited access corridors and supports the continuation and implementation of the I-405 Program and the Trans-Lake Study as well as the work along I-90, including the study of the I-90 center lanes and the

Corridor and Environment Study. The combined need for short-term continuation and implementation of these programs is estimated to be \$2.1 billion.

The Real Message: Transportation Needs Exceed Available Funding

Even more important than the details of the recommended improvements is the magnitude of need identified. It is clear that transportation needs exceed available funding. East King County alone has identified \$2.3 billion in regional projects in addition to the \$2.1 billion needed for preliminary work on the major state freeway corridors. The total cost of necessary transportation improvements across King County is much greater.

Implementing transportation improvements in the face of declining revenues and rapid growth has become an issue unifying King County. ETP members and other decision-makers in King County are faced with the challenge of optimizing results from investments made with existing funding while developing methods for creating new funding. Strategies to focus limited funding and to determine where available dollars should be spent are essential.

ETP's work to identify priority transportation needs is an important piece of a larger countywide initiative. Continued efforts by ETP, other subregional groups, agencies and local jurisdictions to coordinate efforts and identify strategic investments will be critical to the region's success in optimizing available transportation dollars and securing more funds for transportation improvements within King County.

***Project Cost Information**

Project cost and funding need figures reported in the ETP MAP represent the most accurate estimates available at the time this report was produced. The project data was provided by the responsible jurisdictions and agencies. Project cost and funding levels are subject to change however as projects develop and evolve.

For more information about ETP and the information included in this report, contact Lisa Shafer with the King County Department of Transportation at 206-263-4753.

INTRODUCTION

Who Is ETP?

The Eastside Transportation Partnership (ETP) is a partnership of cities, counties and transportation agencies working together to address transportation issues in East King County. The Partnership's mission is to provide a forum for interjurisdictional cooperation to implement coordinated, prioritized transportation plans and programs through leadership, education and advocacy. ETP is one of three subregional transportation planning boards in King County, along with the SeaShore Transportation Forum and the South County Area Transportation Board (SCATBd).

ETP Goals: In order to fulfill its mission, ETP established three work goals (adopted in 1996):

- Develop and adopt a package of transportation priorities based on adopted land use plans that improves overall mobility for people, freight and goods and attacks peak hour congestion on Eastside.
- Jointly implement adopted priorities through leadership, education and advocacy within communities, cities and the region.
- Adopt and implement a strategy for increasing funding for transportation improvements and programs.

What is the ETP Mobility Action Priorities (MAP) Report?

The 1998 Mobility Action Priorities (MAP) Report was developed by ETP with the goal of identifying projects that would be most likely to improve overall mobility and address congestion in East King County. The MAP lists 117 'Priority' projects and 71 other 'Key' projects estimated to cost \$1.8 billion* (1998 dollars). ETP has been working to promote implementation of these projects through advocacy and the fostering of interjurisdictional collaboration.

What is the ETP MAP 2000 Update?

This update, the ETP MAP 2000, is a report card on the progress to date. It identifies accomplishments and completed projects, provides a status report and updated costs on remaining projects, and incorporates additional regionally significant improvements. It is the first review of the priorities since the creation of the MAP.

Part One recounts the background and development of the 1998 MAP Report; and provides an overview and status report on the original recommendations. Part Two reports on the updated list of recommendations and provides information about ETP's Priority Corridors. The detailed list of the MAP 2000 recommended projects is included in the Appendix A.

***Project Cost Information**

Project cost and funding need figures reported in the ETP MAP represent the most accurate estimates available at the time this report was produced. The project data was provided by the responsible jurisdictions and agencies. Project cost and funding levels are subject to change however as projects develop and evolve.

PART ONE: 1998 MOBILITY ACTION PRIORITIES REPORT

This section reviews the background, purpose and development of the 1998 MAP Report and provides an overview and status report on the recommendations.

I. BACKGROUND AND FOUNDATION OF THE ETP MAP

A. Background

The Mobility Action Priorities (MAP) Report was adopted in 1998 by the Eastside Transportation Partnership (ETP) to recommend a set of priority transportation improvements throughout east King County. Projects recommended in the MAP were identified from existing local plans as the most critical projects to improve regional mobility and address peak hour congestion for the entire Eastside.

Origins of the MAP

The MAP evolved from an initial set of recommended multi-modal transportation improvements developed by ETP in 1991. The 1991 list demonstrated ETP's commitment to achieve a balanced transportation system.

“No single approach to the transportation problem can be successful on the Eastside. Neither unbridled freeway expansion nor sole reliance on transit and ridesharing can be expected to accommodate the growth on the Eastside. Thus, a blend of strategies is necessary to make efficient use of today's limited transportation dollars.” (ETP Recommendations Report, Nov. 1989)

Changing conditions in Puget Sound due to rapid regional growth and declining transportation revenue prompted ETP to embark on the development of set of updated recommendations. In 1997, ETP sought and was awarded an Intermodal Surface Transportation Equity Act (ISTEA) grant to finance the development and production of the 1998 Mobility Action Report (MAP).

B. Regional And State Policy

The 1998 MAP Report which builds upon ETP's 1991 recommendations is grounded in the regional and state policy governing transportation and growth management.

Regional Policy

The regional policy basis governing transportation and growth management for the central Puget Sound area is established by the Puget Sound Regional Council's Vision 2020 and the Metropolitan Transportation Plan.

Vision 2020, the region's integrated long-range growth management, economic and transportation strategy, provides direction on growth and multi-modal transportation system improvements. Vision 2020 policy limits the expansion of urban area and focuses new employment and housing in mixed-use centers. This strategy is intended to encourage the

development of compact communities that are easily served by an efficient, transit-oriented, multi-modal transportation system and are amenable to walking and biking.

The Metropolitan Transportation Plan (MTP) is the detailed transportation component of Vision 2020. It promotes transportation improvements and programs to establish a more efficient and balanced system with multiple options, including the use of automobiles, transit, ridesharing, walking and bicycling.

Together, Vision 2020 and the MTP provide a four-part transportation strategy:

- 1) Improve efficiency through effective use and management of the transportation system.
- 2) Use transportation demand management measures to reduce travel demand and help meet environmental objectives.
- 3) Focus transportation investments to support transit- and pedestrian-oriented land use patterns.
- 4) Selectively add transportation capacity to improve alternatives to automobile travel, enhance safety and access, and improve freight movement.

State Policy

Washington State Growth Management Act (GMA)

Underlying Vision 2020 are the policies set by the Washington State Growth Management Act (GMA). The GMA was passed in 1990 as a means to protect the environment and quality of life in the face of rapid growth. Under the GMA, each city and county is required to adopt a comprehensive plan identifying how it will meet growth needs, including transportation demand. Vision 2020 serves as the region's comprehensive plan.

C. ETP Policy Framework

With a basis in the regional and statewide policies, and the ETP 1991 recommendations, ETP further developed Foundations and policy Cornerstones to guide development of the MAP.

ETP Foundations

ETP established four fundamental purposes, referred to as Foundations:

- Focus on actions that link land use and transportation and support urban centers
- Work toward a balanced and integrated transportation system
- Seek adequate financial resources for transportation improvements
- Develop and implement projects consistent with the regional vision through an inter-jurisdictional approach, including education and advocacy

ETP Cornerstones

From the Foundations, the Cornerstones were refined to provide policy guidance.

I: Cornerstones of Recommended Projects: Implement projects that link land use and transportation and help achieve a balanced and integrated transportation system.

A. Completion of the Transportation Network

Support completion of the transportation network on the Eastside to provide an efficient system for all modes, understanding that roadway capacity projects serve general purpose, freight mobility and high occupancy vehicle traffic and provide significant improvements for non-motorized travel

B. HOV System Completion

Support completion of the High Occupancy Vehicle (HOV) system, including direct access improvements.

C. Improved Transit Service and Alternatives to Single Occupant Vehicles (SOVs)

In conjunction with ridesharing programs, support implementation of a multi-centered transit system that effectively serves Eastside travel, especially between and within urban centers, and provides links from the Eastside to the larger metropolitan region.

II: Cornerstones for Implementation: Seek adequate financial resources for transportation improvements, and implement projects consistent with the regional vision through an interjurisdictional approach, including education and advocacy.

A. Financial Resources:

Seek financial resources to implement the MAP through competitive applications for grants and increased transportation revenues.

B. Integrated Land Use and Transportation:

Support integrated land use and transportation planning consistent with the regional vision, with emphasis on support for urban centers. Support transportation facilities and services that promote the regional land use vision.

C. Education and Advocacy:

Implement the ETP MAP through action, advocacy and education.

ETP Goals (adopted in 1996)

ETP developed specific overall goals for a scope of work to accomplish its mission:

- Develop and adopt a package of transportation priorities based on adopted land use plans that improves overall mobility for people, freight and goods and attacks peak hour congestion on Eastside.
- Jointly implement adopted priorities through leadership, education and advocacy within communities, cities and the region.
- Adopt and implement a strategy for increasing funding for transportation improvements and programs.

II. 1998 MAP RECOMMENDATIONS

A. Overview of Recommendations

The ETP Mobility Action Report (MAP) identified transportation improvements that are critical to the Eastside of Lake Washington. The report specified 117 ‘Priority’ projects and 71 other ‘Key’ projects to address traffic congestion and improve mobility. The Priority projects were considered the most urgent and the Key projects were considered critical projects to the overall transportation system to be completed as soon as funding was available. The combined cost of the 188 projects was almost \$1.8 billion in 1998 dollars.

In addition to specific transportation improvements, the MAP emphasized the necessity of three transportation studies to help identify solutions to improve eastside mobility – the Trans-Lake Washington Study, the I-405 Corridor Program and the Bel-Red Overlake Transportation Study (BROTS). ETP advocated for the full funding of these studies and the implementation of the approved recommendations.

B. Project Selection Process

Recommended projects were carefully selected according to criteria established to evaluate regional-significance and capacity to ease Eastside congestion. (See Appendix E for detailed project selection criteria information). Project selection criteria emphasized six factors:

- Completing the transportation system
- Providing key connections to centers
- Serving 2010 travel demand
- Addressing congestion
- Supporting transit and HOV reliability
- Improving freight and goods accessibility

Program Goals

As part of the project selection process, ETP also established short-term and long-term goals. The short-term goals emphasized:

- Completion of essential arterial and direct access ramp improvements
- Completion of the core freeway HOV lanes in the ETP area
- Implementation of Sound Transit facility improvements throughout the Eastside
- Extension of the nonmotorized network.

The long-term goals were:

- Continued improvement of the arterial roadway system
- Completion of the HOV and transit facilities

III. ACCOMPLISHMENTS AND PROJECT STATUS

A. Highlights of Accomplishments

Since 1998, ETP has worked to promote the funding and implementation of the MAP projects. Some of the accomplishments to date include:

- Completion or near completion of 20 of the original 188 MAP projects.
- Full funding of 67 MAP projects.
- Identification of \$1 billion in funding toward the MAP Priority projects
- Granting of \$11.97 million in Transportation Improvement Board funds to the City of Newcastle for Phase I and II of Coal Creek Parkway, an ETP Priority Corridor.
- Granting of \$1.5 million to the City of Sammamish for Phase 1B of 228th Avenue in the ETP Sammamish Plateau Area Corridor from the Washington State Congested Corridor Relief Fund.
- Funding of the Sunset Interchange
- Completion of the Bel-Red Overlake Transportation Study (BROTS) Update and incorporation of 16 BROTS projects into the MAP 2000 list
- Near completion of the HOV network on I-405
- Completion of the Trans-Lake Study Initial Scoping, and initiation of the EIS process for identified solution sets
- Consideration and implementation of early action items identified by the Trans-Lake Study
- Progression of the I-405 Corridor Program and identification of a preliminary preferred alternative to process in the EIS process.

The Role of ETP

ETP's role is one of leadership, advocacy and education and it fosters interjurisdictional and subregional collaboration. Partnership members have played a valuable part in bringing about the Eastside accomplishments noted above by advocating for the implementation of adopted priority projects, raising awareness of the need to increase the available transportation funding and promoting a balanced transportation system. In order to fulfill its role, ETP as a body has :

- Advocated for MAP project funding at the State legislature
- Identified priority corridors in East King County, to promote focused transportation investments
- Met with other subarea boards to discuss transportation funding options, coordinate priorities and promote King County needs to State legislators
- Endorsed the King County Transportation Coalition's (KCTC) efforts to prioritize projects within King County and to lobby for State funding
- Endorsed member jurisdiction projects submitted for grant funding
- Hosted preliminary discussions of strategies to fund and implement transportation projects

- Continued dialogue with Metro and Sound Transit about Eastside transit and service options
- Continued discussion with Sound Transit regarding use of unanticipated revenue
- Endorsed efforts of the Blue Ribbon Commission on Transportation to recommend improvements to transportation planning, funding and implementation.

B. Project Status

Another role ETP plays is to monitor the progress made towards implementing the MAP recommendations. The following section identifies the status of projects, programs and studies at the time of the review in 2000.

Projects and Programs

i) Implementation

Since the adoption of the 1998 MAP, 20 of the total 188 projects have been completed or are under construction. Fifteen of those projects are Priority projects. The projects completed to date represent primarily intersection and operational improvements, nonmotorized improvements and transportation demand management programs. (See Appendix B for the list of completed and under construction projects).

There is continued progress toward implementation of capacity enhancements and other longer-term MAP projects. Seventy-six of the original projects are underway, either in environmental process or design/ pre-design.

ii) Funding

Overall, ETP member jurisdictions are making progress towards obtaining funding for MAP projects and programs.

Sixty-two percent of the funding needed for the original MAP Priority projects has been identified for a total of approximately \$1.03 billion. (The updated cost of the original 188 projects is \$2.2 billion). Forty-six of the original Priority projects are fully funded and 37 are partially funded. Fifteen partially funded projects have 50% or more of the funding identified. Table 1 lists the number of funded, partially funded and unfunded projects.

Table 1: Funding Status of 1998 MAP Projects

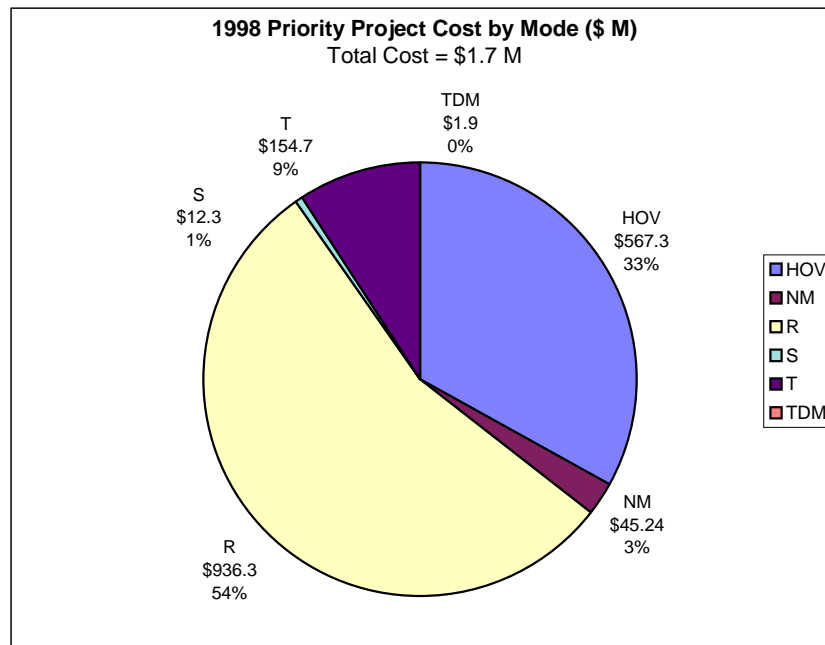
Status	Priority Projects			Other Key Projects			Total Projects
	Number	Cost (\$M)	Need (\$M)	Number	Cost (\$M)	Need (\$M)	Number
Funded	46	593.1	(0)	21	57.2	(0)	67
Partially Funded	37	953.4	458.5	9	55.6	27.8	45
Unfunded	36	209.7	209.7	439	310	310	76
TOTAL PROJECTS	119*	1.8	1,030	69*	422.9	82.1	188

*Two projects have been reclassified as priority projects from the other 'key' project list since the development of the 1998 MAP.

Project Mode Split

The MAP projects represent a variety of modal improvements. Roadway projects comprise approximately 50% of the 1998 priority projects while transit and HOV projects combined comprise 29% of the total. (See Chart 1)

Chart 1: 1998 Priority Project Cost per Mode



There has been a higher level of success in meeting the identified costs of transit and HOV projects than other modes. Seventy-six percent of the total cost of transit projects has been

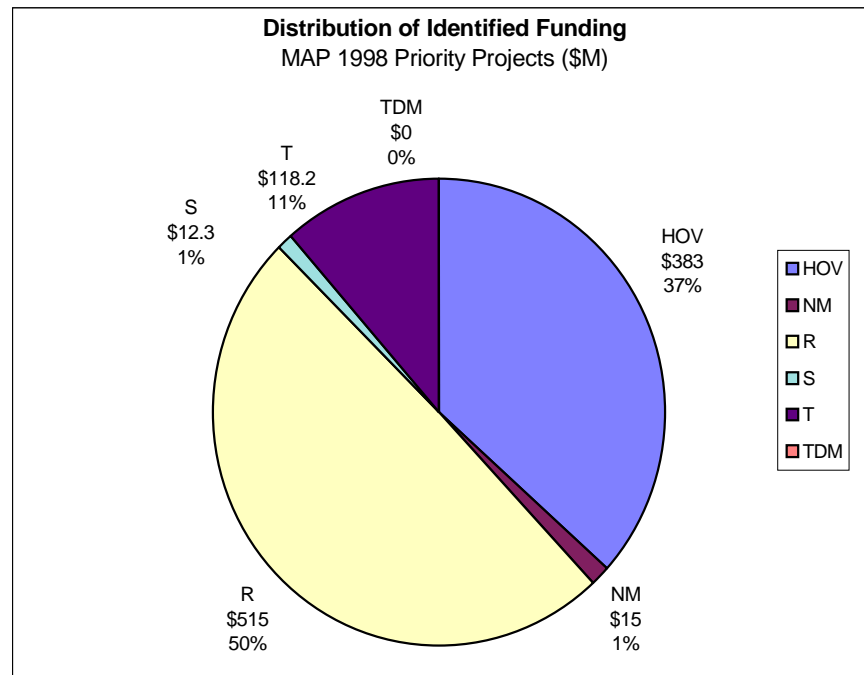
identified, followed by identification of 68% of the total HOV cost. In comparison, only 55% of the cost of roadway projects has been identified.

Table 2: Funding of 1998 Priority Projects by Mode

Project Type*	Number of Projects	Cost (\$M)	Need (\$M)	Percent Funded
HOV	14	567.3	184.8	68%
Nonmotorized	20	45.2	30.3	33%
Roadway	58	936.3	420.9	55%
Transit	20	154.7	36.5	76%
TDM	5	1.9	1.5	19%
TOTAL	117	\$1717	\$673.9	--

* Studies are not included; two projects shifted from other to priority

Chart 2: Distribution of Identified Funding for 1998 MAP Priority Projects



2) Studies and Placeholders

The 1998 MAP identified three studies that were important to improving eastside mobility – the Bel-Red Overlake Transportation Study (BROTS), the Trans-Lakes Study and the I-405 Corridor Program. The BROTS study has been completed and the other two have progressed to advanced stages.

Bel-Red Overlake Transportation Study (BROTS)

The BROTS Update study was initiated to develop a transportation facilities plan that supports growth, complies with transportation level of service standards and integrates realistic funding assumptions for the Bellevue-Redmond-Overlake area. Since the development of the ETP MAP, the study has been completed and 45 projects identified in Bellevue and Redmond, totaling \$69 million. Twenty of those projects are located in Bellevue, 19 in Redmond and 6 jointly in Bellevue and Redmond. The BROTS projects were adopted by the Redmond and Bellevue City Councils in June, 1999. Bellevue has updated its Comprehensive Plan to reflect the study and Redmond has adopted all 45 projects into its long range 2012 Transportation Plan. Sixteen BROTS projects have been included in the MAP.

Trans-Lake Washington Study

The Trans-Lake Washington Study, led by the Washington State Department of Transportation (WSDOT), was undertaken to identify "a set of reasonable and feasible solutions" to improve mobility across and around the north end of Lake Washington. Completed in 1999, it was conducted by a 47-person study committee representing governments, neighborhoods, business and advocacy groups in the corridor. The committee

- endorsed the findings of the SR 522 Intermodal Corridor Project;
- proposed further study of passenger ferry options from Kirkland to the University of Washington, 2-way transit on I-90, and several options for SR 520, all including bicycle and pedestrian improvements; and
- proposed further study of neighborhood mitigation and enhancements, and transportation demand management programs

The committee also urged expeditious implementation of near-term "early actions" that could improve corridor conditions. Some identified early actions include:

- Emphasis and enhancement of TDM programs in the Trans-Lake Corridor.
- Re-examination of Metro transit zone structure to more accurately reflect distances traveled.
- Improved ramp metering in affected communities
- Greater enforcement of HOV laws
- Improved bicycle access and facilities such as trails and bike lockers.
- Conversion of the I-5 mainline shoulder to the SR 520 exit to a transit/HOV lane during peak period.
- Provision of preferential treatment for transit and HOV on SR 522.

- Acceleration of high-capacity transit considerations for Trans-Lake service to serve as input to the Trans-Lake EIS.

The Trans-Lake Washington Environmental Impact Statement (EIS) process has been funded through a 15-18 month scoping and alternatives development phase that began in May, 2000. The scoping phase will lead to a preliminary design and environmental study to support the EIS and recommendation of a preferred solution. Completion of the EIS including specific design concepts is anticipated in the fall of 2002. Continuation of the EIS development is estimated to cost another \$39 million and partial implementation of identified solutions is estimated at \$881 million.

I-405 Corridor Program

The I-405 Corridor Program is a continuing study that was launched in 1999 to identify a range of projects to improve mobility along the I-405 corridor. The study seeks to identify improvements to establish an efficient, multi-modal transportation system within the I-405 corridor that:

- Enhances livability for communities within the corridor;
- Provides for maintenance or improvement of air quality, protection or enhancement of fish-bearing streams, and regional environmental values such as continued integrity of the natural environment;
- Supports a vigorous state and regional economy by responding to existing and future travel needs; and
- Accommodates planned regional growth.

The program has evaluated four solution sets that proposed varying combinations of transit, high capacity transit, mixed mode and general capacity improvements. A mixed mode package was selected as the preliminary preferred alternative for further analysis in the Environmental Impact Statement (EIS) and selection of a final alternative is anticipated in the summer of 2001. The final package of transportation improvements developed through the program will be proposed for implementation into local, regional, state and federal transportation plans and programs. The continuation of the study is expected to cost \$1.4 million dollars and early implementation of findings is estimated at a cost of \$1.2 billion.

PART TWO: THE MAP 2000 UPDATE

I. The Updated Project List

The MAP 2000 provides an updated list of recommended projects and programs that benefit all transportation modes and promote mobility in East King County. The update reflects modifications in project cost, description and scope that were identified by the review process and includes new regionally significant improvements.

There are 40 newly identified projects, including 16 projects emerging from the BROTS study. The additional projects and programs were thoroughly evaluated by the ETP Technical Advisory Committee (TAC) based on a criteria adapted from the framework used for the creation of the original MAP. (See Appendix E). The list of recommendations was reviewed and approved by the Partnership.

A. Project List Summary

The MAP 2000 identifies 146 ‘Priority’ projects and 65 other ‘Key’ projects for a total cost of \$2.3 billion dollars. The Priority projects alone are estimated to cost \$1.8 billion. (See Appendix A for detailed project list). There is a slightly higher proportion of cost associated with roadway projects in the Update than in the original MAP list. Roadway improvements comprise 57% of the total cost in 2000 as compared to 54% in the 1998 MAP (see Chart 3). HOV projects account for 33% of the cost and transit makes up 8% in the MAP 2000.

Overall Financial Need

The anticipated financial need for the overall project list is estimated to be \$1.1 billion, roughly 47% of the total cost. The need for the Priority projects is \$780 million, 41% of the cost.

Seventy-one projects are funded, and 56 projects are partially funded. Of the partially funded projects, 21 have 50% or more funding identified.

Table 3: MAP Update 2000 Total Project Cost and Need

Project Priority	Number of Projects*	Cost (\$Billion)	Need (\$ Billion)
High Priority	146	1.9	.78
Key Projects	65	0.4	.33
Total	211	2.3	1.11

The distribution of cost by mode is shown in Chart 3. Chart 4 (same as Chart 1) shows the 1999 distribution for comparison.

Chart 3: MAP 2000 Priority Project Cost by Mode

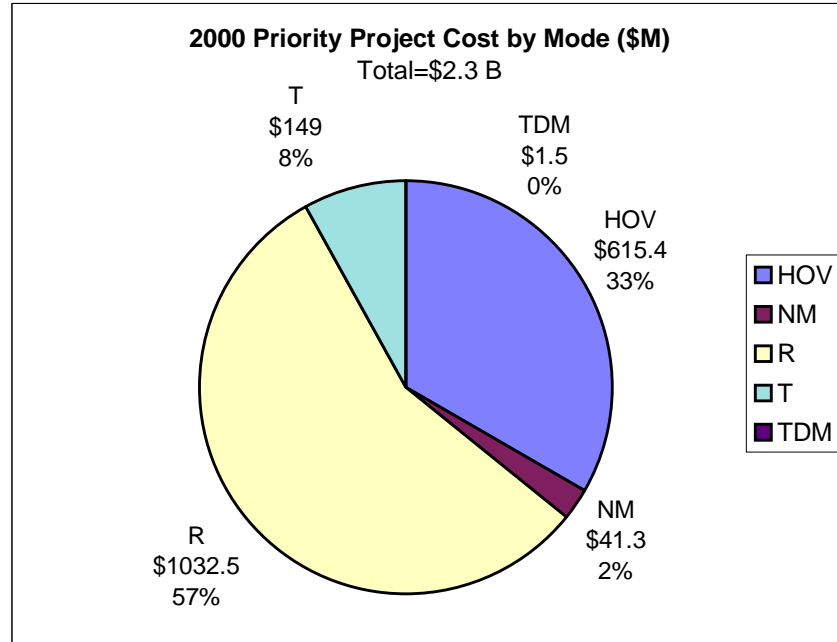
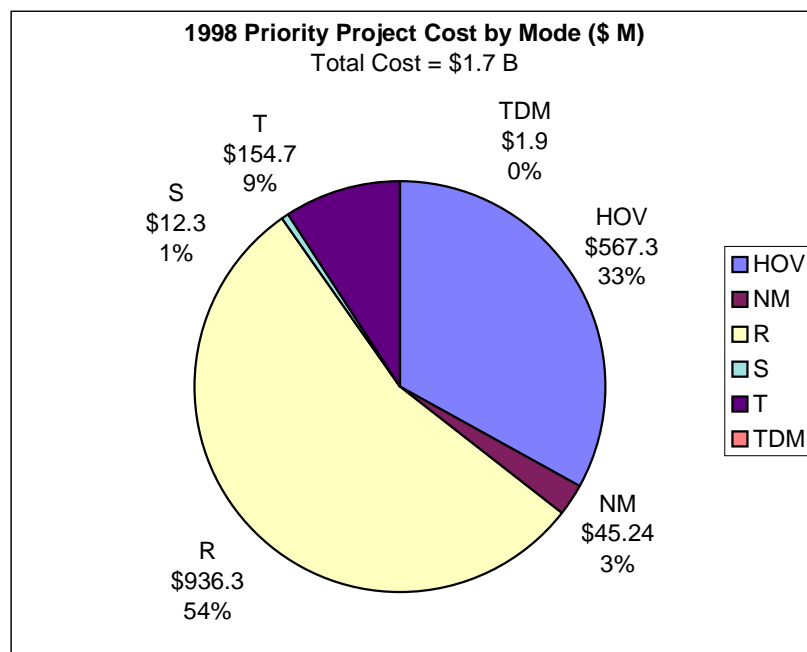


Chart 4: 1998 Priority Project Cost by Mode (same as Chart 1)



Summary of Modifications to the 1998 MAP

The changes to the MAP were thoroughly reviewed by the ETP Technical Advisory Committee and approved by ETP. New additions were selected by an evaluation process adapted from the process used for the creation of the original MAP. Projects were removed from the MAP list if they were no longer included in local or agency plans.

The following modifications to the 1998 MAP are reflected in the MAP 2000 Update. A detailed explanation of modifications is provided in Appendix D.

a) Completed (remove).....	9
b) Additions to High Priority List.....	40
c) Modified Projects.....	6
d) Projects Elevated to High Priority.....	4
e) Shift from High Priority to Other Project...	1
f) Removed*.....	7

II. ETP Priority Corridors

A. Corridor Approach

The MAP was developed to communicate the scope of projects needed to address congestion on the eastside and to document the magnitude of funding necessary to implement those projects. It is clear that transportation needs are greater than the available funding. ETP members and other decision-makers in King County are faced with the challenge of optimizing results from investments made with existing funding while developing methods for creating new funding. In order to optimize investments, it is critical to develop strategies to focus limited funding and to determine where available dollars should be spent.

Focused Funding

ETP has taken steps to focus funding efforts by identifying 11 Priority Corridors. With this approach, investments are focused on a set of improvements along specified corridors rather than disperse projects.

King County Priority Corridors

ETP's effort to identify priority corridors has been paralleled by the other subarea boards in King County. Together, ETP along with SCATBd and SeaShore have identified priority corridors for King County. This effort coincides with growing countywide sentiment that King County needs to develop a more unified voice in order to obtain a higher level a transportation funding from the State.

There has been more interest in developing a unified voice for King County to promote countywide priorities and lobby for funds. The corridor approach is in part a response to the need for a more coordinated approach. Grant programs, such as the State Congested Corridor

Program and the Transportation Improvement Board Transportation Partnership Program promote corridor-level approaches and favor partnerships.

King County Transportation Coalition (KCTC)

The King County Transportation Coalition is a group that formed in response to the need for a more unified approach. The Coalition, comprised of representatives of local and county government, organized labor, downtown associations, organized coalitions and Chamber of Commerces, formed originally in December 1998 to provide feedback to the State Legislature on projects following the passage of Referendum 49. At that time, the group worked through a collaborative process to develop a coordinated list of transportation priorities for King County.

The group has developed a similar list of King County transportation priorities for the 2000-2001 State legislative session which identifies projects grouped along the significant regional and state corridors. The Priority Corridors designated by ETP and the other subarea boards that are located on state facilities are well represented on the KCTC list. The KCTC has also identified the need for funding for regional-level corridors.

B. ETP Priority Corridor Description

ETP's 11 Priority Corridors were selected based on peak hour congestion and regional significance and are located on both regional and state facilities.

(See Figure 1 for corridor locations.)

Regional

148th Avenue – Newport Way to Redmond

Newport Way

Sammamish Plateau Corridor (SPAC) – Issaquah-Hobart Road to SR 202

Coal Creek Parkway

Bel-Red Road

NE 85th/ SR 908

State

SR 520

I-405

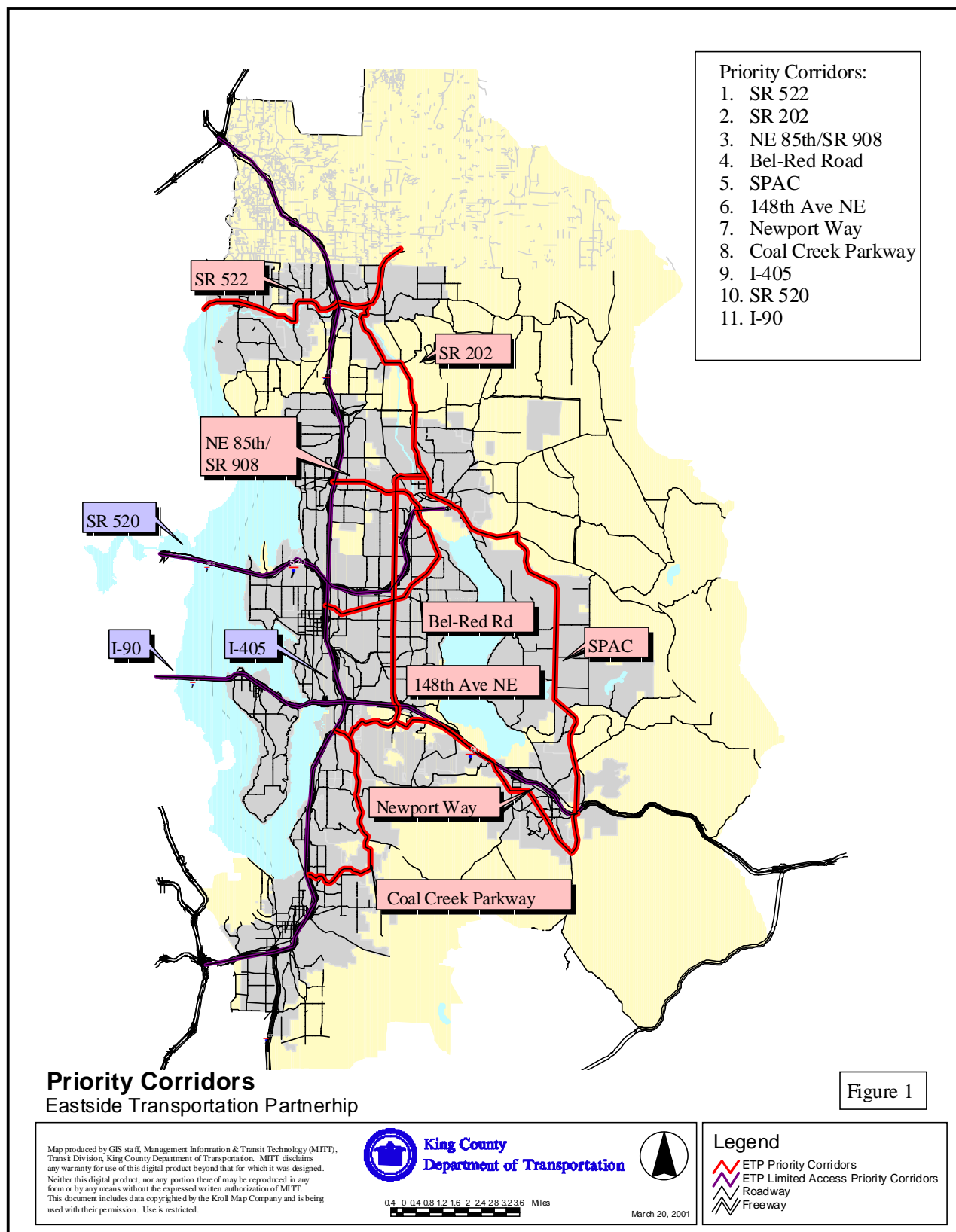
I-90

SR 522 --Kenmore to Woodinville

SR 202 – Sahalee Way to SR 522

Corridor Cost

For each designated Priority Corridor, the associated MAP projects have been compiled and the total cost and the remaining need of those projects has been calculated to determine a project cost and need for each corridor. (Table 5). Projects have been assigned to only one corridor even though in some cases, a project could impact more than one corridor.



The total cost of all the MAP projects associated with Priority Corridors is approximately \$1.7 billion and the identified need is \$665 million. The list of MAP projects associated with each priority corridor is provided in Appendix C.

Table 4: Summary of MAP Project Cost and Need by Corridor Type

<u>Facility Type</u>	<u>Cost (\$M)</u>	<u>Need (\$M)</u>
Total	1660	665
Regional	500	210
State	1160	455

Corridor Profiles and Cost Summary

The following table, Table 5, summarizes the type of MAP improvements identified for each ETP Priority Corridor and lists the projected cost and anticipated financial need. In the case of the major limited access corridors, additional costs beyond ETP MAP projects are noted.

Table 5: ETP Priority Corridors

Corridor	Planned Improvements	Cost (\$M)
<u>Regional</u>		
148 th Avenue (Newport Way to Redmond)	The planned projects emphasize operational improvements such as improved intersections, turn lanes and channelization. Projects also will widen connecting roadways, implement spot widening along 148 th Avenue and enhance connections to SR 520	Total Cost of ETP MAP Projects: \$59.93 Identified Need: \$14.03
Newport Way	The planned projects will improve operations along the corridor by adding turn lanes and widening of adjacent roadways. There are also plans to build a new connecting roadway and a transit center.	Total Cost of ETP MAP Projects: \$43.67 Identified Need: \$15.2
Sammamish Plateau Area Corridor (Issaquah-Hobart Road To SR 520)	Planned improvements will add capacity to the corridor through construction of the new Sammamish Plateau Access Road (SPAR) and widening of supporting arterials on the Sammamish Plateau. There are also plans to improve the interchange with I-90 and widening of SR 202	Total Cost of ETP MAP Projects: \$266.78 Identified Need: \$ 67.35
Coal Creek Parkway (I-405 to SR 900)	The improvements will widen Coal Creek Parkway to 5-6 lanes and widen connecting arterials. Plans also call for a new park and ride lot and the addition of HOV lanes along SR 900.	Total Cost of ETP MAP Projects: \$55.1 Identified Need: \$47.15 TIB grants funds have been Awarded to the City of Newcastle for a phase of improvements along the corridor.
Bel-Red Road	The planned projects emphasize operational improvements through signalization, turn lanes and spot widening at key points. There will also be improved connections to SR 520 and operational enhancements on connecting arterials.	Total Cost of ETP MAP Projects: \$38.58 Identified Need: \$22.45
NE 85 th /SR 908	The planned projects will complete a corridor study to identify multimodal improvements; and improvements to adjacent roadways.	Total Cost of ETP MAP Projects: \$45.1 Identified Need: \$43

Corridor	Planned Improvements	Cost (\$M)
State		
SR 522 Limits: Kenmore to Woodinville	Planned improvements include multimodal enhancements such as HOV lanes, HOV priority signalization and a transit center . SR 522 will be widened to a 4-lane divided highway between SR 9 and SR 2 and improvements will be made to interchanges and connecting routes along the corridor.	MAP Projects Cost \$280.65 Identified Need: \$ 74.15
SR 202 Limits: SR 520 to SR 522	The projects in this corridor will improve mobility through a combination of increased capacity and operational improvements. Planned projects include widening of SR 202 and adjoining roadways as well as construction of new supporting arterials to provide alternative parallel routes. There are also plans for operational improvements at key intersections and improved HOV connections.	MAP Projects Cost \$137.43 Identified Need: \$123.92
I-405	A major corridor study is in progress to identify options to improve overall mobility along the I-405 corridor. Completion of the study and subsequent implementation of identified projects is vital to improved mobility along the corridor. In addition, there are planned HOV improvements including the Bellevue Downtown Access project to improve transit access between I-405 and downtown Bellevue; direct transit access improvements elsewhere along the corridor and additional park and ride lots. There are also plans to implement interchange improvements and widening of connecting arterials	MAP Projects Cost \$539.03 Identified Need: \$125.23 Additional Need* \$920 *I-405 Corridor Study and Early Implementation
I-90	The planned improvements will provide enhanced multi-modal access to I-90, add park and ride facilities and improve major interchanges along the corridor. In addition, plans will address improvements and modification to the I-90 center lanes.	MAP Projects Cost \$91.5 Identified Need: \$ 0* Additional Need*... \$ 4.0 *Corridor and Environmental Study *All projects along the I-90 corridor identified in the ETP MAP are funded but this is not representative of the work which is needed. For example, the full scope and cost of the I-90 center lanes conversion has not yet been identified.
SR 520	A major work program item for the 520 corridor is completion of the Trans-Lake Study, to identify options for improving mobility along the corridor. In addition, planned projects will add HOV lanes and transit centers. Overall access will be improved through improved interchanges and enhancements to connecting roadways.	MAP Projects Cost \$ 111.13 Identified Need: \$ 98.48 Additional Need* \$1120 *Trans-Lake Study and early implementation

Greater Need for the Major Highways: I-405, SR 520 and I-90

The identified corridor cost reflects the cost of the ETP MAP projects identified in each corridor but there is a greater funding need than indicated above for the major freeway corridors. – I-405, SR 520 and I-90. The ETP MAP projects only partially represent the necessary improvements because further study is underway in those corridors to identify the additional improvements.

ETP strongly emphasizes the need to continue and implement improvements in these major corridors. The costs to continue and implement the studies and programs in the major corridors is estimated to be \$2.1 billion for the three corridors combined.

<u>Corridor</u>	<u>Cost (\$M)</u>
1. Trans-Lake	\$ 920
2. I-405	\$1120
3. I-90	\$ 116
TOTAL	\$2156

1. Trans-Lake Study

The Trans-Lake Washington Study has been partially funded through the scoping phase of the environmental impact statement (EIS) development process. The scoping phase will lead to a preliminary design and environmental study to support the EIS and the recommendation of a preferred solution. Funding is needed to continue the EIS and to implement solutions that are identified.

<u>Description</u>	<u>Project Deficit (\$M)</u>
Continuation of EIS development:	\$ 39*
<u>Implementation of identified improvements:</u>	<u>\$881</u>
Total:	\$920

**\$4.8 of the \$39 million has been identified in the ETP MAP as S-02.*

2. I-405

The I-405 Program has identified a multi-modal package as the preliminary preferred alternative to analyze in the environmental impact statement (EIS) development process. Funding is needed to continue the study and to implement identified solutions.

<u>Description</u>	<u>Project Deficit (\$M)</u>
Continuation of study:	\$ 1.4
Implementation of findings:	\$ 736
<u>Implementation of TDM measures:</u>	<u>\$ 452</u>
Total:	\$1120

3. I-90

There are multiple projects and studies being conducted along the I-90 corridor. A Corridor and Environmental Study of the I-90 corridor from I-405 to North Bend, sponsored by WSDOT, is in the developmental stage. The urpose of the study is to develop a corridor transportation action plan that will address travel needs through the year 2025. The study is estimated to cost \$4 million.

Sound Transit continues to lead the I-90 Two-Way Transit/HOV lanes project to analyze HOV and transit solutions along the reversible lanes of I-90. The remaining need of this project is estimated at \$40 million. In addition, there are plans to improve the I-405/I-90 Freeway to Freeway HOV ramps with a remaining need of \$72 million.

<u>Description</u>	<u>Project Deficit (\$M)</u>
Corridor and Environmental Study:	\$ 4
Two-Way Transit/HOV Project:	\$ 40
<u>I-90/I-405 HOV ramps:</u>	<u>\$ 72</u>
	\$116

The information on the corridor programs was obtained from the Washington State Department of Transportation (WSDOT), the City of Issaquah and the project information provided on the King County Transportation Coalition 2000-2001 Priority Project list.

III. CONCLUSION

Meeting the Region's Transportation Needs

There is a significant need for transportation improvements in East King County, with over \$4.4 billion in projects and programs identified - \$2.3 billion in MAP improvements and \$2.1 for major state freeway corridors. ETP has worked diligently to identify and communicate Eastside priority transportation improvements. The MAP has been a valuable tool to communicate those priorities and ETP continues to promote funding and implementation of improvements to enhance mobility.

ETP and East King County are not alone in their need for transportation improvements.

The challenge of improving transportation in the face of declining revenues and rapid growth has become increasingly difficult and it is an issue that is unifying King County. ETP's work to identify transportation priorities is an important piece of a larger effort. Continued commitment by ETP, other subregional groups, agencies and local jurisdictions to identify priorities and to coordinate efforts will be critical to the region's success in optimizing transportation investments and securing more funds for transportation systems within King County